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Response to the Secretary of States Letter, all interested parties 21st October 2021 with the opportunity to consider the representations received in response to the Statement of Matters, the Secretary of State published representations from the First Round of Consultation on 30 July 2021 and invites comments from the Applicant and representations from the Applicant and any Interested Party on the independent aviation assessor's draft report, and any Interested Party on whether this results in any change in whether the Development would be consistent with the requirements of national policies.

Build Back Better: our plan for growth at a glance (Prime Minister Boris Johnson)

Over the past year, we have faced substantial challenges, and the last few months have been amongst the most difficult yet. Businesses and schools have had to close, families and friends have been kept apart, and tragically, lives have been lost.

The UK Government has put in place an unprecedented economic package, providing businesses and individuals with support and certainty over the course of the pandemic, spending hundreds of billions to support people's jobs, businesses, and public services across the UK. However, COVID-19 and the restrictions put in place

to stop the spread of the virus caused the largest fall in annual GDP in 300 years.

But we are well placed to confront these challenges, rebounding to build back better: the UK's departure from the European Union presents further opportunities for us to do things differently, opening up new ways to drive growth. The UK is one of the world's largest economies, open and dynamic, with strong institutions and world-class universities.

The UK is a great place to start and grow a business, home to some of the world's best companies. We have an international reputation for science: the development and manufacture of the Oxford/AstraZeneca vaccine demonstrated the strong partnerships that exist between universities and businesses in the UK. This strength extends to sectors such as aerospace, the creative industries, financial services, and emerging industries such as AI and fintech.

The last few decades have seen increased prosperity in London and the South East, but without commensurate improvements in the rest of the UK. The primary objective of this government is to change that, ensuring no region is left behind as we achieve greater economic prosperity. Our cities will be the engines for this growth, and our long-term vision is for every region and nation to have at least one internationally competitive city, driving the prosperity of the surrounding region and propelling forward the national economy. Our towns are crucial too - we will ensure that they are places that people are proud to live and raise their families, with good schools, vibrant high streets, and access to jobs that give everyone a fair chance to achieve their full potential.

Our plan to build back better takes a transformational approach, tackling long-term problems to deliver growth that creates high-quality jobs across the UK and makes the most of the strengths of the Union. We must retain our guiding focus on achieving the people's priorities: levelling up the whole of the UK, supporting our transition to net zero, and supporting our vision for Global Britain.



The above statement encapsulates within it's meaning every reason to support the DCO.

But first let's take a moment to address the ARUP report. Reading this it is nothing more than a rehash of alleged evidence already published and presented elsewhere in the DCO examination. It offers nothing new and brings nothing to the table. We expect many of our colleague Manston support groups will address this in depth as will our knowledgeable MP Sir Roger Gale.

Equally the 883 pages of alleged evidence presented for judicial review by Jennifer Dawes was no more than was already within the responses in the examination of the DCO and again relied heavily on old statistics and a further report from York Aviation re-presenting their same alleged evidence.

The Secretary of State asks, "what has changed if anything", well the answer is, a lot!

We could write pages quoting our interpretation of statistics and within our membership have persons well placed to challenge what has been submitted as evidence against Manston but this posturing with statistical analysis is achieving nothing. We would rather focus our response on the possibilities of a first class, world recognised centre of excellence for green aviation. Build Back Better!

Since the closure of examination so much has changed that further influences the need for Manston. The obvious two are Covid and Brexit and no matter what your feelings both have presented new challenges for aviation. The so-called experts selected by detractors are telling us it won't change, or we will see an increase in cargo but this will be tempered when the world adjusts to a new sort of normal. Based on what evidence? This has never happened before and the best on offer from the so-called experts are statistical theories with no basis. Many base their predictions on their "years of experience" yet the old saying tells us that experience is what you get when you don't read the instructions!

As we write there is daily evidence (not anecdotal) of large-scale conversion of passenger aircraft to cargo only and orders for fleets of new more efficient and quieter aircraft rather than the old freighters because the other change in aviation is the need to be green and carbon neutral.

To this end we have seen massive advances in electric and hydrogen powered aircraft and the development of SAF (Sustainable Aviation Fuel) [REDACTED] which is already

reaping industry wide benefits and contributing to the reduction of CO₂.

Green airports and aviation are still at the very early stages of trial and development. Here is a chance for the government to study the design, build and operation of the first purpose built, green airport in the UK, the selection, installation and operation of green airport and aviation technologies, to learn about the pitfalls, costs, timescales etc. involved. Manston will save the UK years of expensive research and development by giving them a full scale, working model to study and a site for real world research.

And at ZERO COST TO THE TAX PAYER !

So why Manston? Many argue against location, noise, I bought a house under the flight path and do not like it and looking at the above changes coming to aviation these are all arguments that within a few years will no longer exist. Is progress a good enough reason not to build the airport? There is capacity at other UK airports, there is also road congestion, lack of room for expansion, ability to change to meet new developments in aviation on the ground and airside.

Manston offers the only prospect of building an airport from the ground up something which has not happened in many, many years. RiverOak Strategic Partners have already incorporated in their plans the requirement to build a green carbon neutral airfield with the latest technology. Ideally situated away from areas of dense aviation it will be able to offer the latest facilities with low chance of landing or take off delays. Already we have a hydrogen producer within 10 miles of the airport looking to the future of transport (and aviation). The airfield will support Sustainable Aviation Fuel and contribute to better air quality locally (historically local air quality is also impacted by the dense industry to the North of Calais across the channel which airport detractors do not seem worried about).

There are good road and potentially rail links from the area. A new Thames crossing will open easier routes to the East coast and the North avoiding some of the more congested motorways.

It was suggested in one report (York Aviation to Jennifer Dawes) that the opening (if it happens) of a theme park near Dartford will attract workers

from Thanet. Realistically this is nonsense. Although there will be some engineering jobs most employment will be low wage hospitality/ride operator work hardly likely to justify the cost of a season ticket from Thanet. They also fail to consider that nearby the theme park, they are building a new garden city for 30000 inhabitants of whom many will be seeking work.

Thanet needs jobs, socially deprived and run down. The government have granted two levelling up funds to Margate and Ramsgate which offer the chance to regenerate a small part of the area, but we need more. We need to Build Back Better! To give Thanet a chance and a company with investors who have vision that £300 million will pay dividends but with the potential to change the lives and prospects of many of the inhabitants of Thanet at no cost to the government.

“It never worked before so why should now be any different”? One word “investment”! and a quote from Henry Ford who went bankrupt before achieving success, “Failure is simply the opportunity to begin again, this time more intelligently.”

Take a look at the many people who failed at first before finding success.

There really is so much more that we could write in support of RSP and Manston but to simplify things may we draw your attention to our webpage which offers weekly updates to the developments and changes in aviation that could benefit Manston and Manston could contribute to.

The Prime Minister stated “The UK is a great place to start and grow a business, home to some of the world’s best companies. We have an international reputation for science: the development and manufacture of the Oxford/AstraZeneca vaccine demonstrated the strong partnerships that exist between universities and businesses in the UK. This strength extends to sectors such as **aerospace**, the creative

industries, financial services, and emerging industries such as AI and fintech”.

Does Manston reflect the Prime Ministers aspirations? It fits the above.

The Prime Minister stated “The last few decades have seen increased prosperity in London and the Southeast, but without commensurate improvements in the rest of the UK. The primary objective of this government is to change that, ensuring no region is left behind as we achieve greater economic prosperity. Our cities will be the engines for this growth, and our long-term vision is for every region and nation to have at least one internationally competitive city, driving the prosperity of the surrounding region and propelling forward the national economy. Our towns are crucial too - we will ensure that they are places that people are proud to live and raise their families, with good schools, vibrant high streets, and access to jobs that give everyone a fair chance to achieve their full potential”.

Our local plan incorporates an increase of 5000 jobs (although no idea where they will come from) up to 2030 excluding Manston. Most of these are likely to be low paid hospitality or similar with little emphasis on skills. RSP intend to address this with The Manston Skills and Employment Board working with local educators and through their own training facility to provide jobs for local people at all skill levels to support the airport.

The Prime Minister stated,” Our plan to build back better takes a transformational approach, tackling long-term problems to deliver growth that creates high-quality jobs across the UK and makes the most of the strengths of the Union. We must retain our guiding focus on achieving the people’s priorities: levelling up the whole of the UK, supporting our transition to net zero, and supporting our vision for Global Britain”.

Do the aspirations of RSP deliver on the Prime Ministers words? In a single word yes.

So why throw away the chance?

Build Back Better Boris Johnson Prime Minister
March 3rd 2021

[REDACTED]

Chairman for and on behalf of KNMA Group. Dedicated to supporting Manston Airport first and foremost as a centre of excellence for aviation facilities

Kent Needs Manston Airport

[REDACTED]

